

Today's Advertisements.

AN EVENING CONCERT
will be given
THIS EVENING,
(FRIDAY), the 29th December, 1899,
in
THE BUNGALOW, KOWLOON.
(Kindly lent for the occasion by the Hon.
C. P. CHATER, C.M.G.)

THE "MISSUS AND KIDS" FUND.
Under the Patronage of
Colonel RETALICK and Officers of the
HONGKONG REGIMENT.

Colonel RETALICK, H.K.R., in the Chair.
By kind Permission of Colonel RETALICK
and Officers of the Hongkong Regiment,
the Band will play Selections
during the Evening.

TICKETS, \$1 each.

Concert to commence at 9 P.M.

TICKETS may be obtained from the Members
of the Committee—Mr. Aitken, Rev. C. Bone,
Messrs. Campston, Farr, Jack, Rev. Johnston,
Longworth, Main, McKenzie, Muskett, Reid,
Richie, Sayer, Skerchly, Smart, Stackwood,
Dr. Swan and Mr. Wilks; and from the Offices
of the *Hongkong Telegraph* and *China Mail*,
Hongkong, 29th December, 1899.

**THEATRE ROYAL,
CITY HALL.**

ON
TUESDAY, the 2nd January, 1900.

GRAND CONCERT.

UNDER the Distinguished Patronage of
His Excellency
SIR HENRY A. BLAKE, G.C.M.G.

**TOURNEE OF STAR
(OPERA) AND COMEDY VOCALIST
COMPANY.**

Part of the Profits will be handed to the
TRANSVAAL FUND.

PRICES AS USUAL.

Reserved Seats may be booked at the
ROBINSON PIANO CO.
Hongkong, 29th December, 1899. [1621a]

**HONGKONG RIFLE ASSOCIATION.
HANDICAP SWEEPSTAKES.**

TO-MORROW (SATURDAY), the 30th
instant, at 2.45 P.M.
Ranges—200, 500 and 600 yards.
1st Prize, 50%; 2nd 30%; 3rd 20%.
Entrance—50 cents.
MOWBRAY S. NORTHCOLE,
Hon. Secretary.

Hongkong, 29th December, 1899. [15]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOV.
The Company's Steamship

"THALES"
Captain Passmore, will be despatched for the
above Port, on SUNDAY, the 31st instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAIR & Co.,
General Managers.

Hongkong, 29th December, 1899. [1620a]

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**

FOR MANILA.
The Company's New Steamship

"DIAMANTE"
Captain R. W. Almond, will be despatched for
the above port, on WEDNESDAY, the 3rd
January, 1900, at 5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 29th December, 1899. [1610a]

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR MANILA.
The Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above
on WEDNESDAY, the 3rd January.

The attention of Passengers is directed to
the Superior Accommodation offered by this
steamer. The Vessel is fitted throughout with
Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th December, 1899. [1612a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"MENELAUS"
Captain Towell, will be despatched as above
on TUESDAY, the 6th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th December, 1899. [1612a]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "KARLSRUHE,"
of the NORDEUTSCHER LLOYD.

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO DAY.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 5th January, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on THURSDAY, the 4th January,
and MONDAY, the 8th January, at 9.30 A.M.
All Claims must reach us before the 11th
January, or they will not be recognized.

Bill of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 29th December, 1899. [1612a]

Intimation.

**A. S. WATSON & Co.,
LIMITED.**

GOODS

FOR THE

FESTIVE SEASON.

A VARIED COLLECTION OF

ARTICLES SUITABLE

FOR PRESENTS.

CUT GLASS BOTTLES.

MEERSCHAUM PIPES, CIGAR AND
CIGARRETTE HOLDERS,
POUCHES, &c.

SMOKERS' SUNDRIES OF ALL
KINDS.

PERFUMES IN ELEGANT CASES.

THE PUREST AND BEST
CONFECTIONERY.

WINES AND SPIRITS.

SCOTCH WHISKIES, IRISH WHISKIES,
AMERICAN WHISKIES, BRANDIES,
PORTS, SHERRIES, CLARETS,
LIQUEURS, CHAMPAGNES,
&c., &c.

OF THE FINEST QUALITY.

**CHRISTMAS
AND
NEW YEAR CARDS.**

**A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.**

ESTABLISHED 1841.

On the 18th December, at St. George's Church,
Penang, by the Rev. W. H. C. Dunkerley, M.A.,
Colonial Chaplain, ALEXANDER CECIL LAW,
son of the late Rev. R. S. Law, Drumcarth, Co.
Dublin, to KATHARINE HENRIETTA,
second daughter of Mr. and Mrs. David Brown,
Glasgow, Penang.

DEATH.
Suddenly, at Paris, on the 21st December,
BERTHE, the beloved wife of A. Clouët.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 29, 1899.

REUTER'S TELEGRAMS.

THE WAR.

Modder River.
LONDON, December 27th.

Communication between Modder River
and De Aar, (a distance of seventy miles)
with the Marconi telegraph, is perfect.

Reuter's Correspondent at Modder River,
21st instant, says that intermittent shelling
by both sides took place on the 21st. The
Boer shells fell short.

Cape Colony.

The *Times* Correspondent at Sterkstroom
states that it is not loyalty, but fear, which
prevents a general rising of the Dutch. The
British reverses encouraged many waverers
to join the Boers, but the numbers are
exaggerated, and the Transvaalers and Free
Staters are bitterly disappointed at the small
number of Colonials who are joining them.

Natal.

The Boer positions at Colenso were again
shelled with Lyddite on the 21st instant.

Capetown.

An official from Capetown 26th instant
says that the position is unchanged.

General Methuen reports that the enemy's
force has increased and is engaged in
entrenching 3½ miles from our outlying
pickets.

General Gatacre is trying to re-open com-
munication with the Indwe Collieries.

Re-inforcements.

Lord Kitchener has embarked at Gibraltar
in the *Dunottar Castle*. The embarkation
of the sixth division will be completed next
Monday and the mobilization of the seventh
division will be completed on Saturday.

The New South Wales battery sails on
Saturday.

The Queen and the Guards' Families.

The Queen has entertained at Windsor
the wives and families of the Guards now in
South Africa.

Lord Roberts' Staff.

Lord Stanley joins Lord Roberts' staff.

WEATHER REPORT.

The Observatory report says—

On the 29th at 11.50 a.m. the barometer has
fallen rapidly in the North. A depression, which
passed over the E. coast of China during the
night, is now moving Eastwards towards W.
Japan. Pressure is probably increasing quickly
over the interior of China, and the monsoon is
likely to freshen considerably in the Formosa
Channel and N. part of the China Sea. Force
and N. winds, freshening; fully cooler.

LOCAL AND GENERAL.

The Postmaster General's gallery of uncoloured
portraits, on exhibition, outside the Post Office,
is rapidly growing, and forms quite an attraction
to the general public.

The tin and tin ore exported from Selangor,
this year, up to the end of last month, reached
over 303,386 piculs, valued at \$16,555,286, the
duty on which amounted to \$2,291,148.

The Spanish transport *Lean XVII*, 2,950 tons,
arrived at Singapore from Manila on the 23rd
inst. bound for Barcelona. There were 1,648
soldiers, 160 officers, and 7 civilians on board.

It is interesting to note, says the *Straits Times* of 22nd inst., that five nations were
represented by warships in harbour this morn-
ing—Britain, America, Germany, Italy, and
Denmark.

A FRESH regulation has been issued in
Federated Malaya restricting the acquisition of
land by public officers. This regulation is not
binding to the same extent on officers who are
natives of the Colony or the Native States.

The first call to arms to reach Selangor from
the British Government comes in the form of a
telegram to Mr. Fenning, of Jugra Estate, to
once proceed home to join his Militia regiment.
Mr. McCausland is only seconded and may
also be called back, if the situation becomes
worse.

THUS an editorial note in the *Straits Times*
of 22nd inst. says—

The Sub-Editor has as a heading to the
telegram to-day "The Wily Boer Dammed the
Tugela River." It may be assumed that many
persons other than the wily Boer "dammed"
the Tugela River!

The Band of the Hongkong Regiment will
play at the Hongkong Hotel, to-morrow (Sat-
urday) evening, from 8 p.m. to 9.30 p.m. —

PROGRAMME.

1. March—"Britannia's Pride of the Ocean" (Hindley).
2. Overture—"The Stars and Stripes" (Hindley).
3. Selection—"The Stars and Stripes" (Hindley).
4. Selection—"The Stars and Stripes" (Hindley).
5. Selection—"The Stars and Stripes" (Hindley).
6. Polka—"Les Amoureux" (Giddons).
"God save the Queen."

Mr. W. Biddell, a well-known Suffolk gentle-
man, has forwarded a cheque for £100 to Bury
St. Edmunds Hospital, explaining that for the
last twelve years he has travelled third-class on
the railway, and the cheque represented the
difference in that period between first-class
fares, which he had hitherto paid, and those for
third-class.

The Annual Meeting of the St. Peter's Sea-
men's Church and Mission will be held in the
Kowloon Institute, this evening, Decem-
ber 29th, when an account of the work of
the year will be presented. The chair will be
taken by the Right Reverend the Bishop
of Victoria at 7.30. Addresses will be delivered
by the Bishop, the Rev. Francis Flynn, R.N.,
and others.

The Post Office will be closed at 11.30 a.m. on
Monday, 1st January, (New Year's Day). On
Tuesday, the 2nd, the Post Office will be closed
except from 8 to 9 a.m. Correspondence for
local delivery may be posted up to 11.30 a.m.
on Monday and up to 9 a.m. on Tuesday. One
delivery only will be sent out on each day. The
Night Box will be left open. The Money Order
Office will be entirely closed on both days.

LAST night the second of the performances to
be given by Mine Miranda and Little Lilly
took place in St. Andrew's Hall. There were
quite a large number of persons present and
great interest was taken in the living pictures
show by the cinematograph. The third and
last performance is advertised for Saturday next
when we should advise our readers, who have
not already done so, to avail themselves of the
opportunity of seeing these wonderful instru-
ments, the xelophone and cinematograph, at
work. We can assure them, in the words
usually used by the chairman in announcing an
eminent artist that "they will be highly amused."

TO-MORROW afternoon on the Happy Valley,
in aid of the South African Fund, a Football
match under Association rules will be played
between teams representing Civilian and the
Army and Navy. Kick-off at four o'clock. Both
teams are strong and a brilliant and arduous
struggle for supremacy is expected. The re-
presentatives of the Civilian are—

F. H. Kew, goal; H. W. Looker and Lapsley,
backs; A. Ritchie, G. Wilson and W. H.
Howard, halves; D. Duncan, J. F. Noble, D.
Smith, J. A. Ross and J. D. Danby, forwards.

The Army and Navy team is composed of—
J. Donald, R.N. goal; Corp. Thornhill, R.E.
and Corp. Spencer, R.M.L.I. backs; Private
Basil, R.W.F., halves; Bombardier Frost R.A.
Sergt. Barlow, R.A.M.C., Private Davison,
R.W.F., Private, R.W.F. and Lieut. Green,
R.A. forwards.—

Referee—Mr. W. G. Mayson.

AT THE MAGISTRACY.

This morning at the Magistracy, Mr. Gompertz had to arbitrate on a fine point of law. A Chinaman charged a Chinese woman with coming to his house and stealing a pig. His cook gave evidence that the woman had come to the house in the absence of his master and had taken away the pig, alleging that it was in payment of a debt which, he said, was \$5. Another witness saw the pig being offered for sale in Shekwan. The complainant admitted having owed the defendant \$5 for the last six months; defendant admitted having taken the pig but alleged that complainant owed her \$15 besides not yet having paid for the pig, which he had bought from her when young. Case dismissed.

Yesterday the adjourned enquiry into the circumstances attending the death of a Chinaman, who was shot by Private Evans R.W.F., was concluded at the Magistracy. It will be remembered that Private Evans was set upon by the villagers when executing an opium warrant and in self-defence used his revolver. The verdict was, therefore, "justifiable homicide."

LEGISLATIVE COUNCIL.

THE PIERS ORDINANCE.

The further consideration of this Ordinance came before the Council at their yesterday's sitting.

The Hon. Acting Attorney General, in proposing the second reading said, as the objects and reasons of the Bill were attached to the Ordinance, it was unnecessary for him again to reiterate them. This special form of the Bill was the result of a good deal of discussion between the Government and the Pier Owners. Independently of this Bill the Pier Owners were liable to have their leases terminated by a three months' notice, they were therefore anxious that they should obtain some fixed tenure; this Bill allowed the granting of leases to Owners of Piers and Wharves for a period of 50 years at the rate for that period mentioned in the schedule, subject to revision at the end of 25 years, if thought desirable. A Committee appointed by the Pier Owners accepted the principle of the Bill, and the hon. gentleman had taken a great deal of trouble in its drafting. In his opinion the compromise arrived at, increased length of time of tenure for Pier Owners with increased rent, which he did not think was excessive, was fair and equitable to both. He believed it was on this understanding that the Committee agreed to accept the increased rentals in the schedule.

The Hon. Colonial Secretary in seconding, said that the question of compensation for removal of piers had been referred to the Secretary of State for the Colonies, and his answer was that though he was not willing to abandon any rights possessed by the Crown, he was willing to consider each individual case on its merits. The Hon. E. R. Bellios, in opposition to the second reading of the Bill, said that on comparing this Bill with the one that was before the Council in the middle of the year, he found the Kowloon Wharf and Godowns Company were exempted from the operation of this Bill, and he was sure that if the cases of other wharves were brought before His Excellency's notice they would also be exempted from the proposed increased dues. The hon. gentleman then proceeded to give reasons against the Bill, which he signified as so inadvisable that it needed but little comment. The extra taxation was now to be imposed long after the Pier Owners had entered into agreements and leases with landed proprietors on the Praya for sea frontages, some of these leases were for 21 years, and after they had expended large sums of money on the construction of the wharves, some of which had cost as much as \$100,000, money spent without the least expectation of receiving interest on the capital sunk. These structures, being fixtures and vastly used by the public, it was an impossibility for their owners to remove them, so to now tax them was tantamount to permitting a man to build a costly house on Crown land and then to come down upon him for six or eight times the rent which he had expected to pay for the site, in fact, taking him unawares, and preying upon his helplessness. The onus of the tax would fall on the shareholders of the steamboat companies who, in proportion to the remainder of the community were only a very small part. The Opium Farmer benefited by these piers and wharves as they afforded him facilities for searching for smuggled opium and the hon. gentleman knew for a fact that when the late Governor, Sir William Robinson tried to persuade the Opium Farmer to relinquish his right of search the Farmer was only willing to do so on a reduction being made on his payment for the monopoly; this showed that the Colony benefited from the wharves. The Public also benefited by having their food-stuffs landed in a proper manner; imagine the food-stuffs being discharged helter-skelter into sampans while the steamer was lying in mid-stream, which she would have to do if there were no wharves to go alongside of; besides the piers were a great convenience in stormy weather. The amount raised by the increased rental would not repay the uneasiness of mind and delay caused to housekeepers by such a state of things. Even assuming that the steamers did no good to the Colony, they brought grist to the mill in the shape of passengers en route to different parts of the world, these people stayed days or weeks here and so helped to swell the Colonial Exchequer. The Chinese Government recognised the benefits to be derived from river steamers and in Canton allowed them certain privileges which were denied to ocean-going steamers, but here in Hongkong, where the special trade was supposed to thrive, it was now proposed to mulct them with heavy wharf-dues, instead of being privileged, or subsidised by the State, as river-steamers are in Tonquin. He trusted he had shown His Excellency that it was inadvisable to levy this increased tax on piers and wharves as they were a great convenience and comfort to the public generally.

The Hon. Acting Attorney General pointed out that the wharves and godowns, mentioned by the hon. gentleman, were erected under a special Ordinance, so they stood on a somewhat different footing to others in the Colony. With regard to the schedule in the Bill, he would inform the hon. gentleman that Mr. Arnold, the Secretary to the Company of which the hon. gentleman was Chairman, was one of the committee, and while he suggested certain improvements that might be made in the Bill did not object to the exorbitant rents, as the hon. gentleman seemed to think. In committee the Hon. E. R. Bellios made a suggestion that the words "with or without hard labour" be deleted from the penalty clause and moved as an amendment that the schedule of rates be reduced by one half, saying that the largest piers only paid \$15 a month, recently rates had been added making another \$15, bringing the total to \$30 a month, this new schedule would make the payment three times as much. The Hon. Director of Public Works said he thought the hon. gentleman was slightly mistaken as he knew of one pier that was paying \$215 a month under a special agreement. Of the last eight piers sanctioned by His Excellency, seven of them paid \$75 a month and the eighth, \$90; these sums were willingly paid. They were under special agreements and so would not be affected by this Ordinance. One of the reasons for bringing forward this bill was on account of a small bank on the Central Market which was paying \$75 to Government and was sub-let by its fortunate owner for \$125 a month. This showed what profitable investments these piers were. He thought there was some mistake when the hon. gentleman said the maximum amount paid by the Canton and Macao Steamboat Company was \$30 a month. His Excellency the Governor (jocularly) No wonder they pay good dividends. The Hon. E. R. Bellios—These arrangements were entered into when the Bill was pending. The Director of Public Works—With regard to the Macao Wharf the payment of the increased sum of \$215 a month was agreed to. The Hon. E. R. Bellios—Of course I cannot defend my company; but the reason of that was that we were compelled to shift and we had nowhere to go to. The Harbour Master—The hon. gentleman mentions the privilege conferred upon the Colony by the wharves and piers, but he has not mentioned the privilege granted to

Canton and Macao Company, who are only charged one-third light dues when the boats come in at night and nothing when they come in during the day.

The Hon. E. R. Bellios—I have also mentioned that at Tonkin the river steamers are exempt from all dues and are subsidised. The Colonial Treasurer (jocularly)—I think they are subsidised there too.

His Excellency the Governor—Do you wish this to be put—that the rents be reduced by one-half?

The Hon. E. R. Bellios—Yes.

His Excellency the Governor—This has been before the Piers Committee. The prices in the present schedule are one-half as much as the prices in the original schedule.

The Hon. E. R. Bellios—I have only just heard that Mr. Arnold was chairman of that committee.

His Excellency the Governor—Oh no, he was not chairman. He was one of the members.

The Hon. E. R. Bellios—He had no authority from the Board to act as such.

The Hon. C. P. Chater said he had had a good deal to do with the Bill since it had originally come forward 12 months ago. Before General Black left the Colony an order or regulation was passed imposing a tariff double that proposed by the Bill, and an advertisement was inserted in the *Gazette* saying it would come into effect almost immediately. He had appealed against it and it was then decided to leave the matter in abeyance until His Excellency's arrival. His Excellency had taken it up almost immediately on his arrival and the subject had been threshed out since that date to this. Twelve months ago the Pier Owners had called a meeting of people interested in piers and Mr. Herbert Smith, of the China Navigation Company was appointed Chairman of a committee. After going into the subject very thoroughly they submitted their views to him to present to the Government, which he did. After some negotiations the present tariff was arrived at by this Committee. The one point which was held over and caused the delay, was the compensation clause, the members arguing that it would be a great hardship, if, after expending large sums on the erection of piers and wharves, the owners were obliged to remove them without receiving compensation. Their views and those held by the Government were submitted to the Secretary of the State; hence the delay. The reply was submitted to the hon. gentleman and he in his turn submitted it to the Committee. Mr. Arnold was a member of the Committee and took a prominent part in it. The minutes of the Committee were forwarded to His Excellency or the Colonial Secretary and they bore Mr. Arnold's signature. For this reason he could not support the hon. gentleman in the views he had expressed, as the Pier Owners had already gone so thoroughly into the subject.

His Excellency the Governor—Does the honourable member wish the amendment to be put?

The Hon. E. R. Bellios—Yes, sir.

The amendment was then put and lost.

His Excellency the Governor—With regard to what the Hon. Mr. Chater has said, I see no reason why I should not read you the Secretary of State's answer on this question of compensation, because I think the Pier Owners need not be afraid. This was my despatch which I sent in September.

Sir—I have the honour to submit for your decision the following point which has arisen in connection with the rights of this Government over the piers and wharves erected on Crown land and within the waters of this Colony.

"2—Before the passing of Ordinance 15 of 1889 there were no laws on the subject of piers and wharves, though the construction of some had been sanctioned by Special Ordinance (18 and 19 of 1884).

"3—In March 1888 it was brought to the notice of the Government that the rents which were being paid by pier owners or lessees for the encroachment over the Crown foreshore or over the bed of the harbour were much too low and out of all proportion to the value of the piers. The question was considered in Executive Council and it was decided that under Section 68 of Ordinance 15 of 1899 as amended by Ordinance 25 of 1891 a revised schedule should be drawn up comprising increased rates and a new form of agreement."

"4—Owing to the representations of the pier owners which were supported by the Hongkong Chamber of Commerce, it was considered advisable whilst raising the rents to reduce the rates fixed in the revised schedule.

"5—The representatives of the wharf and pier owners, whilst expressing themselves willing to pay the increased rents fixed in the revised schedule as amended rent, urge that compensation should be paid to the owner of any pier, the removal of which is required on public grounds.

"6—I have consulted the Acting Attorney-General on the question of compensation who advises that though the right of removal without compensation undoubtedly exists under the agreement between the Government and owners of piers, a copy of which is attached, the Government has never exercised that right hitherto, and probably would never do so, as such a course would be inequitable, however legally justifiable, and, further, he points out that in the case of the removal of piers under the Praya Reclamation Ordinance 16 of 1889, compensation was paid, which seems to create a precedent."

"7—Some of the piers at present erected and some proposed to be erected are expensive structures, and it is pointed out that the right to remove them without compensation destroys their value as security, should it be necessary to utilize them for that purpose.

"I endeavoured to define the expression 'Public purposes' but found it impossible to do so in a manner satisfactory to the owners. I do not see any purpose for which we should require to remove a pier, save Praya Reclamation, which is already provided for."

"8—I concur in the opinion of the Acting Attorney-General, but as the right of the Crown unquestionably exists to demand removal of piers without awarding any compensation, I do not consider myself entitled to surrender this right without definite authority to do so. I have, therefore, the honour to request that you will favour me with an early decision on this matter and that, in view of the desirability of collecting the increased rents as soon as possible, you will convey to me your reply by telegraph."

I got a telegram in reply, but this is the despatch—

ed from 1 o'clock in the afternoon to dusk on Sunday the strong Boer position on a long high kopje. It rained hard all Sunday night. The Highland Brigade attacked the position at daybreak on Monday at the south end of the kopje, and the attack failed. The Guards were then ordered to protect the Highland right and left; the cavalry and howitzer battery attacked the enemy on the left; the Guards on the right and centre, supported by the field artillery and howitzers. At 1 o'clock on Monday afternoon the Gordons were sent to the support of the Highland Brigade. The troops held their own in front of the enemy's entrenchments until dusk, the position extending for six miles towards the Modder river. Lord Methuen adds—I am to-day holding my position and entrenching myself. I had to face at least twelve thousand Boers. Our loss has been great.

Further Details of Lord Methuen's Fight.

Reuter, in a despatch from the north of the Modder river, on the 17th instant, says the Highland Brigade arrived 200 yards from the Boer position, marching in quarter columns, close order, and suspecting the vicinity of the enemy, and met with a terrible fire on their flanks and were forced to retire with heavy loss. They reformed under shelter of a dip in the ground and gallantly held their ground. The Gordons then arrived and got within three hundred yards of the enemy, displaying the greatest gallantry. The British artillery enfiladed the Boer trenches. The Boers crossed the open ground in the direct front and moved to the flank, but were arrested by the Guards and the artillery. Our men slept on the position and the renewal of the fighting was expected on the 12th. The losses on both sides were very heavy.

Boer Losses at the Modder.

The Boer prisoners state their losses were terrible, several corps being completely wiped out. The Boers are most kind in our wounded.

General Gatacre.

The Times states that only General Gatacre and staff are returning to Sterkstroom. His force is strongly posted on the railway. An official despatch from Sterkstroom says the situation has improved as many of the missing have turned up.

Departures.

The *Majestic* sailed with 2,000 troops for the Cape. The *Victorian* left with 800 men and seven guns.

CALCUTTA, December 19th.

A Calcutta paper publishes the following special telegram—Further particulars received of the reverse at Stormberg show that it was a much more mismanaged affair than was at first supposed, and the confusion of the retreat was terrible. Our troops completely lost their heads, and failed to distinguish friends from foes.

At the Modder River the Boers report that they captured 41 of Lord Methuen's men in the fight on Monday. When the troops fell into the Boer trap, there was nothing for it but retreat.

The disaster at the Modder River has evoked a good deal of outpouring criticism in the press. The Times remarks that, if Lord Methuen is unable to resume the offensive, we may have another Ladysmith.

Public opinion generally remains steadfastly bent upon the prosecution of operations to a successful issue.

Arrangements are being made to call out the Militia. It is believed that 30,000 will shortly be despatched to the seat of war.

The fighting at Magerfontein (Magersfontein) was of a most desperate character. The enemy's entrenchments at the foot of the hill were screened and guarded by a double line of barbed wire, which effectually impeded the operations of our Infantry. The Times, in reviewing the situation in South Africa, urges a large increase of the Colonial troops employed in the war.

(From Dutch Sources.)

THE HAGUE, December 18th.

General Buller's loss at the battle of Tugela River amounted to 1,000 killed and wounded. Two companies of Infantry were made prisoners. The British press criticises, in moderate terms, the actions of General Buller. Its tone shows, however, a hidden fear of what may happen in the future. It further expresses confidence that the British arms will triumph in the end. In social circles, on the contrary, there is depression, and even despair. The Continental press is full of admiration for the tactics and strategy of the Boers, and despises the British Generals as being only fit to command against a vengeful. The German, Austrian, Italian, and French press agrees in holding that the recent events in South Africa betoken for Britain the beginning of a crash, decline of greatness, and a national disaster. The German press shows joy as if German themselves had won the victories of the Boers.

19th December.

It is reported from London that several volunteer corps have been established in Victoria for service in South Africa. Queen Victoria is reported to be depressed and discouraged. General Lord Methuen's army is now wholly shut in by the Boers. The British positions are, however, said to be inaccessible. The Boers have thrown up an unbroken line of entrenchments and surrounded his army but are unable to attack it. General French has retired from Vaalkop owing to the superiority of the Boer artillery.

THE BOERS AS VOLUNTEERS.

(Spectator.)

The Boers are affording us a magnificent object lesson on the value of Volunteers in defensive warfare. They are strictly Volunteers. That is to say, they are not trained at all in barracks; and though when in the field they are under strict laws, their discipline consists really in their readiness to obey. A few of their officers may be instructed men imported from Holland and Germany, but the majority are avowedly or practically appointed by themselves, being selected as men whom the Volunteers are individually willing to follow. All the Boers really know is how to occupy strong positions, how to secure cover, how to render their groups least liable to get killed, and how, when they get the chance, to shoot straight. Physically, no doubt, they are exceptionally hard men, accustomed to life on the veldt, experienced horsemen, and, as regards topography as a huntman's Whip, while they are much older than our soldiers or than most of our Volunteers, and little liable to break down from over-exertion. Still, as many fights on the hills have shown, they are not better men physically than our own, who can, in particular, outmatch them on foot, and look how well they are defending themselves. They stand up straight to our best troops. They execute complicated movements, like a well-drilled, and when they have heavy artillery, drag, rather slowly, but they are usually in the right place when fighting begins, and if they retire, or are routed, it is after inflicting losses which an army that can only be reinforced by

sea feels very severely. England would feel well defended with one hundred thousand Boers to meet an invader and she has no reason to believe that the Volunteers are in any way, if properly handled, their inferiors. The lesson is an encouraging one to a nation which, keeping but a small Army, needs reserves of all kinds, and will be, if we study it with care, most instructive. There are no Volunteers, as it is remembered, in Europe except our own; and the immense experience of America is little known here.

The first thing the war teaches us is that we ought to trust more to the individual capacity of the Volunteers, and not try to hard to turn them into ordinary soldiers. The Boers march as they please, dress within limits as they please, as did also the Colonial men in the first American War, and form as they please, though they obey in this latter respect some traditional rules. They are expected to support each other rather than willingness than from discipline, and to rely on their rifles and their steadiness under fire rather than any coherence derived from drill. They do not as yet stand up to bayonet charges well; but how often is the bayonet charge possible when the rifle is well handled? It takes the very best men to get through that hail of fire, and the very best men cannot always do it, no troops that the world knows of consenting to charge home when more than a third of their number are on the ground. The strength of the Boer Volunteers is not in their drill, but in their individual ability when Regulars are charging on them to await their charge and keep on the desolating fire. They wait till the assaulting force is actually in touch. That is the strength of the New England Militia against the French in the war against the French, and we are not sure that we are not forgetting how great that strength was, and how best to develop it. We are, we suspect, cultivating the company too much, among Volunteers we mean, and the individual not enough. Yet it is as individuals acting together that the Boers are giving us such trouble.

The next thing the war teaches us if we use Volunteers is the absolute necessity of good arms and plenty of it to support them. The Boer Volunteers shrink from the shell as they would from rifles which should carry much further than their own. They rely on their own guns and make tremendous exertion to get them into position, and when they are silenced they grow disconcerted and waver. This is not altogether the result of the losses which the great guns inflict, though they are occasionally heavy. They produce also a moral effect, the Volunteers, however brave, feeling under the fire of artillery, to which they can make no adequate return, men feel in a way of collision or an earthquake, or as Theodore of Abyssinia felt when the rockets dropped at his feet as he stood in his mountain eyrie, as if they were called on to fight invisible enemies, without weapons of their own. Resisting shells without shells is like fighting thunderbolts. It is not battle under such circumstances, but endurance of death apparently for no end, and that is a situation which only the best trained of soldiers will face for any time, and only on a reason they understand.

The Boer Austrian officers declared that after Sadown their men could not be brought to meet the needle gun, and the terrible superiority of that weapon to the musket is not greater to soldiers' imaginations than the superiority of artillery which is clearly heavier than their own or of longer range. It is the rifle which kills, but it is artillery which cowers half-disciplined men, and the effect is great in almost exact proportion to the absence of experience. It ought, therefore, to be a fixed principle with those who arrange the defences of Great Britain that Volunteers, to be perfectly efficient, must be supported by an even larger proportion of artillery than is assigned to regular troops, and that the heavier the guns the more effective will the rifles be. That is true, no doubt, of all troops, but it is especially true of troops who have never seen a shot fired, and who, not having passed through the whole military mill, display every military quality more completely than that of unfinishing endurance. Men will not endure shells, Marshal von Moltke is reported to have said, with less than three years' training.

And the third lesson is the necessity of organising the collection and distribution of supplies, both of munitions, of transport, and of food, long before the emergency arises. We do not yet know how the Boers manage these things, but we do know that they are well managed, that the Boers, move where they will, are always fed, and that their impedimenta are in some way transported with great ease over very difficult country. Half a dozen columns are, however, in a friendly country; but a country thinly populated and without great stores is stripped by a few thousand soldiers marching through it to the very bone, so that a second force finds nothing to eat, and very little to burn. They are assisted, no doubt, by the willingness with which the Volunteers submit to requisitions of carts, horses, forage, and provisions; but their supply department must be very well managed, and must when the war is over, yield some valuable instruction. Are we as ready in the transport and commissariat departments as the Boers, even in the framework, which in time of emergency, could be rapidly filled? We doubt it greatly. Yet the strongest force, if left for twenty-four hours without food, or without sufficient reserves of cartridges and shells, would be utterly useless for defence, and could only use its knowledge of the country to retreat in safety. We may never be invaded, probably never shall be, but if ever we are it will be by a force whose generals rely on our unreadiness and on the short distances between London and any part of the South-Eastern coast. We shall have hours, not weeks, to prepare in, and if we are true to our national habits shall find that everything has been thought of except the impossibility, with an enemy on the soil, of improvising supplies adequate to meet the wants of a hundred and fifty thousand men in motion. It is not in courage, or energy, or numbers that we shall fail, but in readiness during the first forty-eight hours. Everything exists in this country and everything can be collected—is not London fed every day—but our machinery is hard to shift, and our people require for everything their usual time. The most alarming thing in this war is not Boer courage or Boer mobility, though both are greater than was expected, but the forethought that must have preceded over Boer arrangements to make campaigning easy.

TELEGRAMS.

(Via Ceylon.)

A despatch from Modder River, dated 9th, states that the Navy's attachment with a heavy gun that morning bombarded and destroyed the new Boer gun emplacement, also driving off the Boers simultaneously. Cavalry and Field Battery made a demonstration on the left in the front.

Trainloads of troops have been passing in continuance, since Friday night, over the new trestle bridge at Frere to the camp and beyond. The arrangements for the advance are completed, except a few details. General Gatacre left Molteno on Saturday morning for Stormberg, hoping to surprise the Boers in a night attack. When two miles from Stormberg, the force received an unexpected

heavy fire from the front. The right flank sought cover on the left, and found the enemy in a covered position, and found the enemy in a covered position, and found the enemy in a covered position.

Accordingly from all heavy guns, away the infantry, making a half a mile while the Mounted Infantry, steady fire, flank the enemy. Two regiments, who moved out to strong commando, advancing from the rear, were met by a heavy fire from the Boer machine-guns.

The enemy clearly numbered 3,000 with many guns. General Gatacre decided to retreat from Molteno and the thirteen miles was done in perfect order, though the Boers with guns hung on the flanks. Our casualties are slight; the force was composed of three regiments, two batteries and 800 mounted infantry.

An incident in the bombardment of Lady-smith has been the shelling of the Town Hall by the Boers. General Sir G. White has addressed a remonstrance to General Joubert, informing him that the building is being used as a hospital. General Joubert has replied that such a use was unjustifiable in the face of the existence of a neutral camp.

The Boers recently captured three of Major Thorneycroft's scouts, and gave them very short shrift. They tied them to trees, and riddled them with bullets. This summary execution has caused a sensation.

A special telegram from London states that there is a feeling of impatience abroad, and murmurs of discontent are being heard as to the way in which the Campaign in South Africa is being conducted. The political importance of this dissatisfaction is realised by the Government, and speeches are being made to reassure the public mind.

On Saturday, 18th, Chaplin, in a stirring speech on the Saturday, rebuked his audience and counselled patience, expressing the utmost confidence in Gen. Sir Redvers Buller, and his Lieutenants to assert the power of British arms, and eventually to bring a difficult and formidable enemy to subjection. The speech had a good effect.

It is reported that the 7th Dragoons, the 8th Hussars and the 17th Lancers are to be mobilised, owing to the want of Cavalry in South Africa, to follow up the enemy and complete the victories, which have so far been indecisive.

CALCUTTA, December 18th. Special telegrams received at Calcutta state that two thousand refugees at Durban have been enlisted for ambulance work with the British forces. The majority were destitute and in a most distressed state. All display the greatest enthusiasm at the prospect of rendering useful service.

LONDON, December 18th. General French's outposts at Sannedham have exchanged shots with the Boers, whose position was clearly visible. A Calcutta paper has the following—Commandant Prinsloo, who commanded the column of Free State Boers sent to cut Lord Methuen's line of communications at Graaff-Reinet, has resigned. He complains that President Steyn interfered with his plans.

It is not unlikely that a draft of Royal Irish Rifles, from Fort William, Calcutta, will be despatched to South Africa to fill the large gap that has been caused in the ranks of the Irish Rifles at Stormberg, as was done in the case of the Gloucesters, when that corps was deprived of the services of a large body of men. The move, of course, will rest with the authorities at Army headquarters.

General Gatacre's attempt to storm the enemy's position at Stormberg and its results has caused an immense sensation. The utter daring of the adventure, and the partial success which attended it, have astonished military critics, whose criticism for the present is disarmed by the magnificent knight-errantry of the attempt.

General Gatacre and the intrepid little army of 2,000 men set out from Molteno for Stormberg in the silent darkness of the night. No lights were used for fear of discovering their whereabouts; and the utmost caution was taken to subdue all noises. The march lasted seven hours and was most trying. Our troops had to scale the precipitous sides of a rocky mountain. They encountered most awful obstacles in the way of fallen boulders and deep crevices; but plodded on through the night, however, with courage and determination. They were perfectly unimpaired until they reached the impregnable position of the Boers. The enemy, at first taken by surprise by the boldness of the attack, soon rallied to the danger, and opened a heavy fire on their assailants. General Gatacre, realising the hopelessness of the situation, ordered his troops to retire; and although galled by the enemy's fire, the retirement was conducted in excellent order. It was certain that General Gatacre had been misled by spies, who reported that the strength of the force was fully 6,000 men, whereas it appears it was fully 6,000 men.

The reverse is extremely unfortunate at the present juncture; and the utmost anxiety is being evinced as to the effect which it will have on the Afrikaners of Cape Colony, whose loyalty to the British has been none too staunch. LONDON, December 13th. A telegram from Durban states that General Buller has sailed for England, with troops invalided.

General Gatacre telegraphs that the Boer guns were remarkably well served and that the British guns were also admirably handled, and that one was lost in the "nullah" and another in a quicksand. General Gatacre adds—"I am holding Bushmanshoek."

There has been a strong reaction in public opinion with regard to General Sir G. White. The prolonged and successful defence which he has offered to the besieging force, and the brilliantly effective sorties made from Ladysmith, have produced a great impression and an entire favourable change in the place, especially in the comments of the press.

A letter found on the body of one of the Boers killed in the recent sortie, states the investing force at Ladysmith numbered 20,000.

THE SINGAPORE VOLUNTEER ARTILLERY.

OFFER FOR ACTIVE SERVICE.

According to the Straits Times of 23rd inst., the offer of the Singapore Volunteer Artillery to place their services at the disposal of the Imperial Government has been made. The movement originated with Major Murray, the Commandant, who called a meeting of officers, and, as a result, it was decided to test the feeling of the rank and file in the matter. About 70 men signed the list offering their services, and, on receipt of this, Major Murray felt justified in approaching the Colonial Secretary on the matter. A telegram was then sent to the Secretary of State by the Acting-Governor offering the services of the Corps to Government.

This offer, of course, will be considered by the authorities at the War Office, and the probability is that the reply will express the thanks of the War Office to the S.V.A., and state that, if required, their services will be utilised. On the other hand, the advantage of being a field artillery corps, and the men being thoroughly acclimatised, might be a considerable recommendation in the direction of the offer being accepted in the direction of South Africa.

If this should be the case, the employers in Singapore are considered by the officers of the S.V.A. to be sufficiently patriotic to allow their men to go. No doubt there would be a good strength available. The S.V.A. also might be used for garrison duty in Singapore should some of the regular forces be taken from here.

PRINCE WALDEMAR AT SINGAPORE.

The Danish cruiser *Valmyrien* arrived at Singapore this morning from Colombo, says the Straits Times. The 22nd instant. The Captain and the *Valmyrien* is the H.M. Prince Waldemar, 1,500 tons, and is the largest of the Danish cruisers. She has a displacement of 2,900 tons. Her indicated horsepower is 5,300, and she has a speed of 17 knots. She was built at Copenhagen in 1887, and carries two 8.2 in. Krupp guns, six 5.9 in. guns, 4 quick-firing guns, and 10 maxims. The *Valmyrien* is now at the Burnee Wharf coaling.

PRINCE HENRY OF PRUSSIA.

Prince Henry of Prussia is expected to arrive at Singapore by the German flag ship *Deutschland* on the 3rd of January. He will leave Bangkok on the 29th December, and will remain in Singapore till the 14th or 15th of January, and during his stay here will probably be the guest of the Acting Governor. The German cruiser *Hansa* will also arrive at Singapore early in January and H. R. H. Prince Henry will hand over the command of the *Deutschland* to Admiral Frahm. The *Deutschland* will proceed to Germany on the 5th January and on the 14th January Prince Henry will also proceed to Germany by the mail steamer *Preussen*. The *Hansa* will return to the China station.—Straits Times.

SHIPPING REPORTS.

Captain Lincoln, of the steamship *Kwongkee*, from Shanghai, reports—Moderate N. and E. winds and fine weather throughout, sea light.

Captain Vaughan, R.N.R., of the steamship *Chinkiang*, from Chinkiang, reports—Strong monsoon, high seas to Lamocks, thence to port moderate weather.

NOTANDA.

CALENDAR.

DECEMBER.
Meteorological means based on fifteen years' observations to 1895.
Barometer 30.18
Thermometer 62.4
Humidity 64
Rainfall 0.95

YESTERDAY.

WEATHER REPORT.
Date: Dec. 28. On date at 4 p.m.
Barometer 30.19
Temperature 67
Humidity 83
Rainfall 0.02

TO-DAY.

Friday, 29th December, 1899.
Chinese—27th of 11th moon of 25th year of Kwang-si.
Sun—Rises 6hr. 37min.
Sets 5hr. 21min.
High water—Morning 6hr. 37min.
Afternoon 5hr. 39min.
Low water—Morning 1hr. 39min.
Afternoon 12hr. 0min.

ANNIVERSARIES.

1170—Murder of Thomas à Becket in Canterbury Cathedral.
1809—W. E. Gladstone born.
1843—Gwallior, the "Gibraltar of the East" taken by the British.
1848—The Pope Deposed by the Roman Assembly.
1850—2nd Kaffir War commenced.
1854—The Taipings blocked the Canton river and defeated the Imperialist fleet at Kiangtse.
1857—Magazine Hill, Canton, captured by the British and French forces.
1898—Steamer *Glenavon* totally lost, 30 miles south of Hongkong, homeward bound.

TO-MORROW.

Saturday, 30th December, 1899.
Chinese—28th of 11th moon of 25th year of Kwang-si.
Sun—Rises 6hr. 37min.
Sets 5hr. 21min.
High water—Morning 6hr. 37min.
Afternoon 5hr. 39min.
Low water—Morning 1hr. 39min.
Afternoon 12hr. 0min.

ANNIVERSARIES.

1852—Pegu annexed.
1854—All slaves of the Portuguese Crown declared free.
1874—Prince Alfonso proclaimed King of Spain.
1880—Grand Naval Review at Tsimshatsui.
1893—Grand Concert at Government Civil Hospital.
1895—Dr. Rizal shot at Manila for complicity in the rebellion.

AGENDA.

TO-DAY.
9 p.m.—Concert at the Bungalow, Kowloon, in aid of the "Missus and Kid's" Fund.

TO-MORROW.

Noon—The steamship *Lightning* leaves for Singapore, Penang and Calcutta.
Football—Shield Tie—H.K.F.C. v. 25th Coy S. D. R.
4 p.m. Football—Association match Civilian v. Army and Navy in aid of the South Africa Fund.

9 p.m. Mme. Meranda's Xylophone and Kinetograph Entertainment, at St. Andrew's Hall.
Cargo ex *Bengale* subject to rent.

MONDAY, 1st.

Bank holiday.
Athletic sports at Quarry Bay.
Cargo ex *Hatchi Maru* subject to rent.

TUESDAY, 2nd.

4-6 p.m.—H.E. Lady Blake "At Home," at Government House.

WEDNESDAY, 3rd.

3 p.m.—Auction sale of Island Lot 1,574, Jardine's Bazaar, East Point, at Mr. D. R. Duff's office.
Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco.
Shewan Tomes & Co.'s steamer *Asama* leaves for New York, via Suez Canal.

THURSDAY, 4th.

Indo-China steamer *Kyungang* leaves for Singapore, Penang and Calcutta.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Catherine Apar*) to-morrow.
Australian (*Tsinar*) 31st inst.
French (*Saluste*) 31st inst.
American (*Onang*) 2nd prox.
American (*Coptic*) 10th prox.
American (*America Maru*) 18th prox.
Tacoma (*Tacoma*) 18th prox.

The N. P. S. S. Co.'s steamer *City of London* arrived at Tacoma from Japan and Hongkong on the 27th inst.

The N. Y. K.'s steamer *Kinshu Maru* (American Line) left Shimonsaki for this port yesterday, 28th inst. and is expected to arrive here on the 1st prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isle de Cuba.
Katsuyama Maru 29
Sinlu 29
H.L.G.N.S. Hartha 29
H.L.G.N.S. Uda 29
Kung Ping 29
Triumph 29
Pouan 29
D. Juan d'Austria 29
Memmut 29
Chini 29
Kunshang 29

PASSED THE CANAL.
Outward—1st December—*Saluste*, 5th December—*Renovitch*, 8th December—*Glenavon*, *Kyungang*, *Wakasa Maru*, *Yasuraku*, 12th December—*Wakasa Maru*, *Stentor*, 13th December—*Acheron*, 19th December—*Canton*, *Hylon*, *Langbank*, *Sachsen*, *Aelus*, *Durdon*, *Cathay*, 22nd December—*Babelsberg*, *Kanagawa Maru*, 22nd December—*Posidon*, *Hector*.

SWATOW WEEKLY SHIPPING REPORT.
(23rd December, 1899.)
ARRIVALS.
Date: Dec. 23. Vessel: Where from: Agents:
11: Wenchow Cheong B. & S.
12: Prosper Hongkong B. & S.
13: Halong Hongkong B. & S.
14: Fungai Maru Hongkong B. & S.
15: Elorad Cheong B. & S.
16: Fungai Maru Hongkong B. & S.
17: Fungai Maru Hongkong B. & S.
18: Fungai Maru Hongkong B. & S.
19: Fungai Maru Hongkong B. & S.
20: Fungai Maru Hongkong B. & S.
21: Fungai Maru Hongkong B. & S.
22: Fungai Maru Hongkong B. & S.
23: Fungai Maru Hongkong B. & S.
24: Fungai Maru Hongkong B. & S.
25: Fungai Maru Hongkong B. & S.
26: Fungai Maru Hongkong B. & S.
27: Fungai Maru Hongkong B. & S.
28: Fungai Maru Hongkong B. & S.
29: Fungai Maru Hongkong B. & S.
30: Fungai Maru Hongkong B. & S.

DEPARTURES.
Date: Dec. 23. Vessel: Where to: Agents:
11: Wenchow Cheong B. & S.
12: Prosper Hongkong B. & S.
13: Halong Hongkong B. & S.
14: Fungai Maru Hongkong B. & S.
15: Elorad Cheong B. & S.
16: Fungai Maru Hongkong B. & S.
17: Fungai Maru Hongkong B. & S.
18: Fungai Maru Hongkong B. & S.
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28: Fungai Maru Hongkong B. & S.
29: Fungai Maru Hongkong B. & S.
30: Fungai Maru Hongkong B. & S.

SHIPPING IN PORT.
Date: Dec. 23. Vessel: Where from: Agents:
11: Wenchow Cheong B. & S.
12: Prosper Hongkong B. & S.
13: Halong Hongkong B. & S.
14: Fungai Maru Hongkong B. & S.
15: Elorad Cheong B. & S.
16: Fungai Maru Hongkong B. & S.
17: Fungai Maru Hongkong B. & S.
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28: Fungai Maru Hongkong B. & S.
29: Fungai Maru Hongkong B. & S.
30: Fungai Maru Hongkong B. & S.

SHIPPING.
Arrivals.
KARLSRUHE, German steamer, 3,180, G. Dannemann, 28th Dec., Bremen 15th Nov., and Singapore 23rd Dec., Mails and General—Melchers & Co.
TURBO, British steamer, 1,355, Falgout, 28th Dec., Singapore 21st Dec., Keregate—Amthold, Keregate & Co.
CHINKANG, British steamer, 1,241, J. Vaughan, R.N.R., 29th Dec., Chinkiang 24th Dec., General—Butterfield & Swire.
TIENSIN, British steamer, 1,250, Dawson, 29th Dec., Canton 28th Dec., General—Butterfield & Swire.
TAISAN, British steamer, 1,544, W. E. Saver, 29th Dec., Canton 28th Dec., General—Jardine, Matheson & Co.
KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 29th Dec., Shanghai 26th Dec., General—C. M. S. N. Co.
ICHANG, British steamer, 1,240, Jones, 29th Dec., Canton 29th Dec., General—Butterfield & Swire.
INDEPENDENT, German steamer, 871, A. Hantz, 29th Dec., Moji 23rd Dec., Canal—Sander, Wieler & Co.
PEIYANG, German steamer, 953, R. Kbhler, 29th Dec., Hoihow 28th Dec., Rice—A. R. Marty.
JACOB, DUXEGERSEN, German steamer, 688, J. Bruhn, 29th Dec., Moji 23rd Dec., Coals—Jensen & Co.
ASAMA, British steamer, 2,671, F. F. Bement, 29th Dec., Amoy 28th Dec., General—Shewan, Tomes & Co.

Clearances at the Harbour Office.
Lymon, German str., for Shanghai.
Clara, German str., for Yokohama.
Italian, French str., for Pakhoi.
Taihu, Chinese str., for Shanghai.
Fulani Maru, Japanese str., for Manila.
Kongnam, British str., for Canton.
Ichang, British str., for Wuhu.

Intimations.

PHOTOGRAPHIC
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&c., &c., &c.

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12th October, 1898.

[1242]

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NEW YEAR HOLIDAY.

THE Undermentioned INSURANCE
OFFICES will be CLOSED for the Transac-
tion of Public Business, on MONDAY,
the 1st January, 1900.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE CO.,
LIMITED.

DOUGLAS JONES,
Secretary,
UNION INSURANCE SOCIETY OF
CANTON, LD.

W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LD.

A. S. GARFITT,
Acting Secretary,
CHINA TRADERS' INSURANCE CO.,
LIMITED.

SHEWAN TOMES & Co.,
Agents,
YANGTZE INSURANCE ASSOCIATION,
LIMITED.

GEO. L. TOMLIN,
Secretary,
CHINA FIRE INSURANCE CO., LD.
Hongkong, 23rd December, 1899. [1509a]

NEW YEAR HOLIDAY.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned
BANKS will be CLOSED for the Transac-
tion of Public Business, on MONDAY,
the 1st January, 1900, respectively.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA,
LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BERENDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHANTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Agent.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

Hongkong, 23rd December, 1899. [1509a]

GERMAN CHURCH AND SCHOOL
SOCIETY.

THE SCHOOL of the above Society will be
OPENED on MONDAY, the 8th
January, 1900, at the Hall of the UNION
CHURCH and will be under the Personal
Superintendence of Pastor and Mrs. KRIEGLER.
As the number of Pupils to be admitted is
limited, there are only a few Vacancies and
Parents desirous that their children should
join are requested to apply to the Undersigned
for all Particulars.

PAUL BREWITT,
Hon. Secretary,
Zetland Street, No. 2.

Hongkong, 15th December, 1899. [1506a]

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by
RUDYARD KIPPLING, Music by Sir
ARTHUR SULLIVAN.

Has created a unique unexampled, amazing,
immense.

Order at once "for your Credits Sake and
Pity, Pity, Pity."

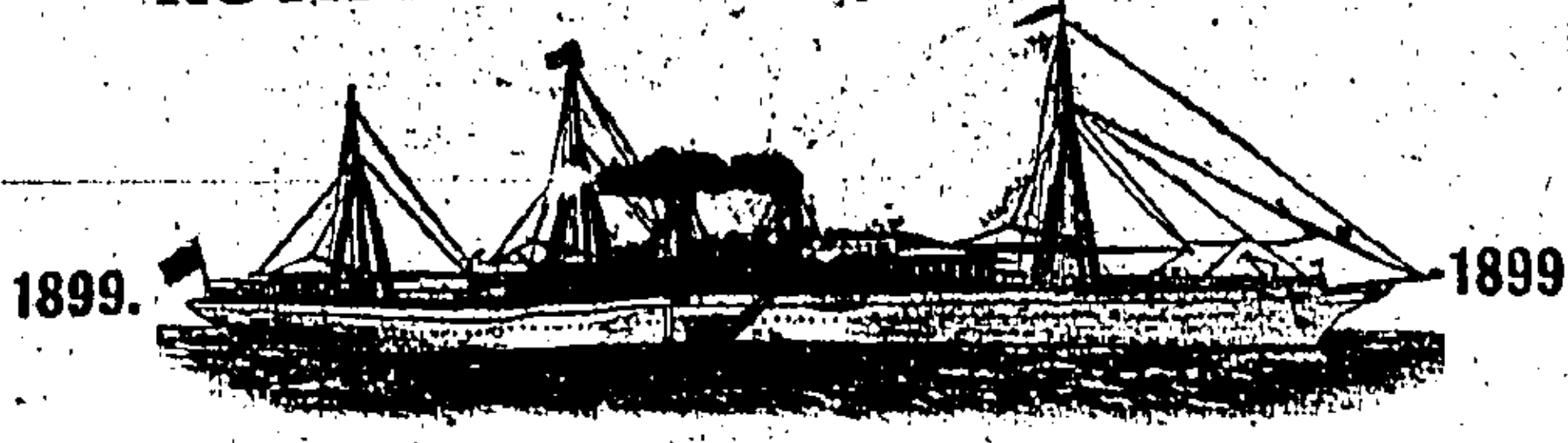
Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1508a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots:

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th Mar., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Patten's Street.

Hongkong, 20th December, 1899.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"
Captain A. Symons, R.N.R., carrying Her
Majesty's Mail, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 6th
January, 1900, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 23rd December, 1899.

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai) Saturday, 20th Jan.,
Nagasaki, Kobe, In- 1900, at Noon.
land Sea, Yokohama
and Honolulu.

Gaelic (via Shanghai) Tuesday, 13th Feb.,
Nagasaki, Kobe, In- 1900, at Noon.
land Sea, Yokohama
and Honolulu.

Doric (via Shanghai) Saturday, 10th Mar.,
Nagasaki, Kobe, In- 1900, at Noon.
land Sea, Yokohama
and Honolulu.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 20th January, 1900,
at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

S. VAN BUREN, Agent,
Hongkong, 20th December, 1899. [1499a]

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO

Saint Irene... 3,877 | W. Attree... Jan. 6.
City of Dublin... 3,328 | J. R. Rae... Jan. 12.
Brookshire... 3,567 | G. E. Elliott... Jan. 20.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Aberfeldie... 3,777 | J. Murray... Jan. 27.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
DOCTOR AND STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 23rd December, 1899. [4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Strathgyle... 5,023 | about | Jan. 10
Carlisle City... 3,002 | about | Jan. 10
Belgian King... 3,379 | about | Jan. 20
Carmarthenshire... 2,929 | about | Jan. 31

THE Steamship

"STRATHGYLE"
will be despatched for SAN DIEGO VIA
KOBE, YOKOHAMA and HONOLULU,
on or about WEDNESDAY, the 10th January,
1900.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents, China and Japan.

Hongkong, 10th December, 1899. [1550a]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER.	DESTINATION.	SAILING DATE.
INABA MARU	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, W. Bainbridge	SUNDAY, 14th January, at Colombo and Port Said.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 27th December, 1899.

[6]

NORDEUTSCHER
LLOYD.

(Freight Service.)



HAMBURG-AMERIKA
LINE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	12th
Burmeister	(LONDON with transhipment in HAMBURG)	January.
*SARNIA	HAVRE and HAMBURG.	About 22nd
(LONDON with transhipment in HAMBURG)	January.	
*SILESIA	MARSEILLES, HAVRE and HAMBURG.	About 31st
(LONDON with transhipment in HAMBURG)	January.	
Belraes	HAVRE and HAMBURG.	About 2th
WITTENBERG	(LONDON with transhipment in HAMBURG)	February.
Madsen	HAVRE and HAMBURG.	About 10th
HOLSTIA	(LONDON with transhipment in HAMBURG)	February.
Bahle	(LONDON with transhipment in HAMBURG)	February.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 27th Jan.,
1900, at Noon.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Thursday, 22nd Feb.,
1900, at Noon.

THE Steamship

"NIPPON MARU"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
WEDNESDAY, the 3rd January, 1900, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

S. VAN BUREN, Agent,
Hongkong, 21st December, 1899. [1510a]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

ALGOA (via Moji, Kobe,
Yokohama & Hono-
lulu) Saturday, 10th Feb.,
1900, at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 3rd March,
1900, at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Tuesday, 27th March,
1900, at Noon.

(Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

